

THE OVERLAND CHINA MAIL  
(PUBLISHED EVERY  
WEEK DAY)  
Contains the Week's News  
of Hongkong and the  
Far East.  
Price (including Postage) to any  
part of the world \$1.50  
per annum.

# The China Mail.

ESTABLISHED 1845

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Marine, A.S. Watson & Co., Ltd.

No. 16,557.

號五月六年六十百九千壹

HONGKONG, MONDAY, JUNE 5, 1916.

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## THORNE'S OLD VAT No. 4. SCOTCH WHISKY.

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WINE & SPIRIT MERCHANTS,  
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### HONGKONG VOLUNTEER CORPS.

Corps Orders by Lieut.-Col. A.  
Chapman, V.D.

#### NOTICE.

The undermentioned members of the  
Stretchers Bearer Section who passed the  
Examination in First Aid to the Wounded  
held on the 23rd ult. have qualified for  
the certificate of the St. John's Ambulance  
Association, and are exempted from the  
usual weekly drill until further  
notice:—Ptes. E. W. H. James, J. R.  
Suiter, D. C. Wilson, and J. Elston.

#### PARADES.

Parades for Tuesday, 6th instant.  
5.10 p.m.—Centre Section M. G. Co.  
(Kowloon residents) M. G. drill at Kow-  
loon Docks.  
5.15 p.m.—Centre Section M. G. Co.  
(H.K. residents) M. G. drill at Hqrs.  
5.15 p.m.—Right Section M. G. Co. at  
Headquarters.  
5.15 p.m.—Recruits of all units Squad  
drill at Hqrs. under S. M. Hickey.  
5.15 p.m.—Stretchers Bearer Section—  
Instruction at Headquarters.  
5.30 p.m.—Left Section M. G. Co. M. G.  
drill at Headquarters.  
5.30 p.m.—Signalling Section "A"  
"B" and "C" Classes at Causeway  
Bay.  
5.30 p.m.—Scouts Co. No. 4 Sec.  
Musketry Instruction at Headquarters.  
5.30 p.m.—Mounted Section on Polo  
Ground under Staff Sgt. Talbot.

#### DETAIL.

On duty till 8th instant: H.K.V.R.  
Next for duty 9th instant Scouts  
Company.  
Orderly Officer 9th to 15th inst.—  
Lieut. Lindell.

### HONGKONG POLICE RESERVE.

#### EQUIPMENT BOARD.

Tuesday, June 6th.—No. 12 Section.  
Wednesday, June 7th.—No. 13 Section.  
Thursday, June 8th.—No. 14 Section.  
Friday, June 9th.—No. 15 Section.

#### RAND PRACTICE.

Thursday, June 8th at 6.15 p.m. sharp.  
JOINED. 0  
Mounted Patrols:—L. P. Vincent.  
Orchestra:—A. J. Bragg.

#### NOTICE.

ANY EUROPEAN, NON ASIATIC or  
INDIAN desiring to leave the  
Colony should apply in writing for per-  
mission to do so to the Captain Super-  
intendent of Police, at least 48 hours  
before the intended hour of departure,  
giving name, nationality, age, sex, height  
and occupation of the applicant, and  
stating the name of the steamer or other  
vessel or the hours of the train by which  
the applicant wishes to leave. Applicants  
should apply in person for their passes at  
the Central Police Station between the  
hours of 9 a.m. to 1 p.m. and 2 p.m. to  
4 p.m. daily.

### NORTH BRITISH & MERCHANTS INSURANCE CO.

BY WHICH ARE VESTED THE FRANCHISES OF  
THE OCEAN MARINE INSURANCE  
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and  
THE RAILWAY PASSENGERS  
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### TOTAL FUNDS AT 31st DECEMBER, 1914.

233,970,367  
I—Authorized Capital £5,000,000  
Subscribed Capital £4,500,000  
Paid-up Capital £2,437,500  
II—Fire Funds 3,537,047  
III—Life & Annuity Funds 17,167,690  
Sinking Fund Account 128,230  
233,970,367  
Revenue Fire Branch 23,381,456  
Life and Annuity 2,141,693  
Branches 1,211,693  
Revenue Marine Department 837,239  
Other Receipts 478,940  
26,339,328

The accumulative funds of the various  
branches are separately invested, and, by  
the prudent management, are so made to meet  
the claims of the various branches of the  
Company's business.

SHEWAN TOMES & CO.  
Agents

If you have any business, one of  
the Messrs. Watson & Co. at the  
ALEXANDRA CAFE, please to contact  
with them.

### BUSINESS NOTICES.

**STEAM OR MOTOR VESSELS**  
6,000-Tons, 3,000 Horse Power now Built  
Steel Building Work of every Description.  
Castings, Forgings, Repairs and Supplies.  
Prompt Attention and Shipment to Destination.  
STEAM LAUNCH FOR SALE OR HIRE.  
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## ROUGH ON CORNS

Paring a corn only brings but brief relief.

## WATSON'S CORN CURE

When applied night and morning  
undermines the corn, which can be  
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ALSO  
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Hongkong, April 11, 1912.

501

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APPARATUS AND MATERIALS WHICH CAN FINISH  
IN AN HOUR.

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Estimates given for quick construction and repair of Ships, Engines, Boilers,  
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GRAVING DOCK 78' x 88' x 34'6"  
Pumps empty Dock in 2-3-4 hours

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement  
providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES  
throughout the Shops ranging up to 100 Tons.  
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As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS,  
LAUNCHES, HOUSEBOATS & PLEASURE CRAFT OF EVERY  
DESCRIPTION.

MOTOR PUMPING & LIGHTING SETS, MOTOR VEHICLES, etc.  
Dockyard Manager can be seen between the hours of 11 a.m. and 12 noon at the  
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BUTTERFIELD & SWIRE.

HONGKONG, CHINA AND JAPAN, AGENTS.

Telegraphic Address: "TAIKOODOCK" TELEPHONE No. 312.

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THE INFALLIBLE INSECT REPELLER.

DELICIOUS PERFUME. PERFECTLY HARMLESS.

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## THE HONGKONG HOTEL

AND

## GRILL ROOM

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## PEAK HOTEL.

ADMIRABLY SITUATED AT VICTORIA GAP.

Adjoining the Tramway Terminus, 1,400 feet above Sea Level.

A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURISTS HOTEL.

Telephones in all rooms. First-class Cuisine, Lounge, Smoking and Ladies  
rooms, Roof Garden.

Terms—From \$5 per day Mex.

Telegraph add: "Peaceful"  
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Manager.

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DON'T Forget after the Show, Supper  
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ALEXANDRA CAFE  
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Central Location

A. L. KENNEDY, Talent, Pass, parlance,  
Electric Lift, Warm and Lighting,  
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Best of Food and Service.

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TANG YUK, DENTIST, successor to

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TERMS VERY MODERATE

Consultation free.

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## Portland Cement

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In Bags of 250 lbs. net.

**Shewan, Tomes & Co**

GENERAL MANAGER.

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JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO  
STEAMSHIP CO. LTD. AND THE CHINA NAVIGATION CO. LTD.

### HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

MONDAY, 5th JUNE.

8 A.M. "HEUNGSHAN" 5 A.M. "HONAN"

10 P.M. "FATSHAN" 5 P.M. "KINSHAN"

TUESDAY, 6th JUNE.

8 A.M. "HONAN" 8 A.M. "HEUNGSHAN"

10 P.M. "KINSHAN" 5 P.M. "FATSHAN"

Single Fare by Night Steamer ..... \$ 4.00

Return Fare by Night (available also for Return by Day Steamer) ..... 11.00

Single Fare by Day Steamer ..... 5.00

Return Fare by Day Steamer ..... 9.00

### HONGKONG-MACAO LINE.

S.S. "TAISHAN" Tons 2076 S.S. "SUI TAI" Tons 1691.

HONGKONG TO MACAO.

Week days at 8 A.M. and 2 P.M. from the Company's Wing Lok Street Wharf.

Sundays at 9 A.M. and 1 P.M. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 A.M. and 2 P.M. Sundays at 7.30 A.M. and 3 P.M.

### EXCURSION TO MACAO.

SUNDAY, 11th JUNE.

The Company's Steamship "TAISHAN."

will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M.

and return from Macao at 3 P.M.

N.B.—The Company will also run a steamer from Macao on Sunday morning at

7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street

Wharf.

### CANTON-MACAO LINE.

S.S. "SUI TAI."

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 P.M.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 P.M.

JOINT SERVICE OF THE HONGKONG, CANTON, AND MACAO  
STEAMSHIP CO. LTD., THE CHINA NAVIGATION CO. LTD.,  
AND THE INDO-CHINA STEAM NAVIGATION CO. LTD.

### CANTON-WUCHOW LINE.

S.S. "SALMAN" 788 Tons, and S.S. "NANSHING" 489 Tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday  
and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the  
same days at 8.30 A.M. Round trips take about 8 days. Passengers can remain in  
Hongkong or vice versa by the Company's direct Steamers "LINTIAN" and  
"SANGU". These vessels have superior Cabin accommodations and are lighted  
throughout by electricity. Electric Fans in each Cabin.

Booking Office open daily (Sunday excepted) 9 A.M. to 5 P.M.

Further particulars may be obtained at the Office of the

**HONGKONG, CANTON & MACAO STEAMSHIP CO. LTD.**


ROTEL MANSIONS (First Floor)

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We Serve the Best Tiffin or Dinner in Hongkong  
for \$1.00.

Roast Ready for the Table Hot or Cold Roast Turkey, Geese, Pheasants,  
Sirloin of Beef, Saddle of Mutton &c, Pork Sausages (own make) Game Pies,  
Pork Pies, Plum Puddings, Minced Meat, Minced Pies.



**ROURNVILLE**  
**COCOA**

The Cocoa  
with the  
most delicious  
flavour.

Made by  
**Cadbury's**  
from the  
finest Cocoa







# THE WAR.

## THE GREAT NAVAL BATTLE.

(Reuter's Service to the China Mail.)

### SUNDAY'S CABLES.

#### BOTH SIDES LOSE HEAVILY.

#### GERMAN BATTLE FLEET AVOID ACTION WITH BRITISH MAIN FORCES.

LONDON, June 2. It is officially announced that a Naval engagement occurred on Wednesday afternoon off Jutland. The brunt of the battle was borne by the Battle-Cruiser Fleet, some cruisers, and light cruisers, supported by four fast battleships. Among these the losses were heavy.

Aided by the low visibility the German Battle Fleet avoided a prolonged action with our main forces, and soon after these appeared on the scene the enemy returned to port, though not before receiving severe damage from our battleships.

The battle-cruisers *Queen Mary*, *Indefatigable*, and *Invincible*, and the cruisers *Defence* and *Black Prince* were sunk. The *Warrior*, disabled, was towed for some time, and ultimately had to be abandoned by the crew.

It is known that the destroyers *Tipperary*, *Turbulent*, *Fortune*, *Spartan*, *Admiral* and *Ardent* were lost, and six others are not yet accounted for.

No British battleship or light cruiser was sunk.

The enemy's losses were serious. At least one battleship was destroyed, and one was severely damaged.

One battleship is reported to have been sunk by our destroyers during a night attack.

Two light cruisers were disabled and probably sunk.

The exact number of enemy destroyers disposed of cannot be ascertained with any certainty, but it must have been large.

#### DAMAGE TO GERMAN FLEET.

LONDON, June 3. The Admiralty announces that we lost altogether eight destroyers.

One enemy battleship of the *Kaiser* class was blown up in an attack by British destroyers, and another *Dreadnought* battleship of the *Kaiser* class is believed to have been sunk by gunfire.

Of three German battle-cruisers, two of which are believed to be the *Derfflinger* and the *Lutzwitz*, one was blown up; another was heavily engaged by our Battle Fleet and was seen to be disabled and stopping; and the third was observed to be seriously damaged.

One German light cruiser and six German destroyers were sunk, and at least two more German light-cruisers were seen disabled. Repeated hits were observed on three other German battleships.

Finally, a German submarine was rammed and sunk.

#### GERMAN OFFICIAL STATEMENT.

AMSTERDAM, June 3. A German communiqué admits the loss of the small cruisers *Wiesbaden*, and *Pommern*, and adds that the small cruiser *Franke* and some torpedo-boats are missing.

It declares that the Germans picked up the two sole survivors of the *Indefatigable*, and that three British destroyers were sunk, including the *Neser* and the *Albatross*.

#### CRIPPLED ENEMY DESTROYERS.

COPENHAGEN, June 3. Ten German destroyers passed through the Little Belt in a southward direction very slowly. One was so damaged that it was unable to proceed till fetched and taken in tow by an undamaged destroyer.

#### RESCUE WORK BY TRAWLERS.

LONDON, June 3. Dutch trawlers and hags are arriving at Rotterdam, Ymuiden, and the Hook of Holland with small numbers of dead, wounded, and unwounded picked up from the Naval battle.

#### REAR-ADMIRAL HOOD ON "INVINCIBLE."

LONDON, June 3. The Times understands that Rear-Admiral the Hon. Horace Hood, C.B., flew his flag in the *Invincible*, as second in command of the Cruiser Squadron.

#### LATER DETAILS.

#### WHOLE HIGH SEAS FLEET ENGAGED.

#### IMPORTANT GERMAN STATEMENT.

#### DAY BATTLE SUCCEEDED BY NIGHT BATTLE.

AMSTERDAM, June 3. The most important admission is made in a Berlin semi-official statement that the whole of the High Seas Fleet were engaged in the Skagerrak Naval Battle.

Vice-Admiral Scheer commanded the German forces, which also included the older German ships of the line, battle-cruisers and all light units of the North Sea; also destroyer and submarine flotillas.

Vice-Admiral Hipper commanded the reconnaissance forces which first gave battle to the British battle-cruisers and light cruisers at five o'clock in the afternoon.

Subsequently the whole of the fleets participated.

The day battle lasted till nine in the evening.

Then a night battle developed, being in the nature of severe destroyer attacks.

#### TWO ZEPPELINS DESTROYED.

COPENHAGEN, June 3. Fishermen report having seen two Zeppelins destroyed off the west of Denmark on June 1st. They had been shot and were aflame.

#### THE LOST OFFICERS.

LONDON, June 3. It is officially announced that four midshipmen of the *Queen Mary* were saved. All the other officers were lost.

The Commander of the *Invincible* and a Lieutenant were saved. All the others were lost.

All the officers of the *Indefatigable*, *Defence* and *Black Prince* were lost.

All the officers of the *Warrior* were saved.

#### BERLIN ADMITS THE LOSS OF A DREADNOUGHT.

LONDON, June 3. An Associated Press wireless message from Berlin, intercepted in London, says that the Germans admit the loss of the dreadnought *Wesfalen*.

The *Wesfalen* was hit several times, and lost much gas, and staggered to the Schleswig coast by throwing everything overboard. Many of the crew were wounded.

This Zeppelin was first reported as being the *L64*.

#### VESSLS WHICH SCARED THE GERMAN.

LONDON, June 4. Information from Edinburgh shows that the four battleships of the Grand Fleet which appeared at the critical juncture in the battle were the *Valliant*, *Harkness*, *Malaya* and *Westcott*.

The fight then took a different complexion, and the British were most disappointed when the

#### KING'S MESSAGE TO THE NAVY.

LONDON, June 3.

H.M. The King, replying to a loyal telegram from Admiral Jellicoe, conveying birthday congratulations, said: "I am deeply touched by your message which reaches me on the morning of a battle which has again displayed the splendid gallantry of the officers and men of your command."

"I mourn the loss of the brave men—many of whom were personal friends—who have fallen in their country's cause, and regret even more that the German High Seas Fleet, in spite of heavy losses, were enabled in the mist to evade the full consequences of the encounter which they always professed to desire but for which when the opportunity arrived they showed no inclination."

"Though the enemy's retirement immediately after the opening of the general engagement robbed us of the opportunity of gaining a decisive victory, the events of May 31st amply justify my confidence in the value and efficiency of the Fleets under your command."

#### BATTLE FLEET COAL AND REFIT IN FEW HOURS.

LONDON, June 3.

The British Admiralty has been informed officially that the entire British Battle Fleet, except the *Marlborough*, coaled and refitted for sea service within a few hours of its return to harbour.

#### FURTHER DETAILS OF THE FIGHT.

#### "AN EYE-WITNESS STORY."

COPENHAGEN, June 3.

The Captain of the Danish steamer *Næsby* has arrived here. He witnessed the battle off Jutland. He said that he was ninety-five miles west of Hønsø when a number of small British warships appeared, pursued by the German Fleet. Suddenly the British vessels turned westwards, being heavily shelled. A few minutes later many British battle-cruisers came from the west and north and attacked the Germans, who were reinforced by numerous warships coming from the south along the west coast of Jutland.

The most fierce fight began. The sky was filled with smoke, the sea was in uproar, and shells were falling around the *Næsby*, though she was several miles away. Owing to the violence of the cannonade the crew of the *Næsby* was unable to stand on the deck.

At length the Germans fled southwards with the British pursuing. Suddenly several British warships appeared from the west and then the German fleet divided, scattering in all directions.

Fishermen who have arrived at Esbjerg state that they saw a cruiser sunk by a mine fifty miles north-west of the Blaavandsk lightship.

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#### THE NAVAL FIGHT.

PARTICULARS OF SHIPS ENGAGED.

Following are particulars of some of the ships mentioned above—

"QUEEN MARY," battle-cruiser, completed 1913; displacement 27,000 tons; main armament eight 15.5-inch discharging a projectile of 4,000 lb. weight at the rate of two rounds per minute, and sixteen 4-inch; speed 32.7 knots. After complement numbered 980 officers and men.

"INDEFATIGABLE," battle-cruiser, 1911; 18,750 tons; eight 12-inch and sixteen 4-inch; designed for a speed of 23 knots, which was much exceeded during trials. Complement 700 officers and men.

"INVINCIBLE," battle-cruiser, 1909; 17,250 tons; armament, speed and complement same as "INDEFATIGABLE."

"DEFENCE" was a ship of the "MINA-TAUCH" class, 14,000 tons, 23 knots speed. Armament four 9.2-inch, ten 7.5-inch and sixteen 12-pdr. guns. Completed in 1908. Complement, 800 officers and men.

"BLACK PRINCE," completed 1906, was an armoured cruiser of 13,550 tons; speed 23.3 knots; armament, six 9.2-in., ten 6-in., and twenty 3-pdr.; with three torpedo-tubes; complement, 700 officers and men.

"WARWICK," armoured cruiser, completed 1906, was a ship of 13,550 tons, armed with six 9.2-in., four 7.5-in. guns; twenty-four 3-pdr. quick-firers and three submerged torpedo-tubes. Complement over 700 officers and men. Speed 22 knots.

The destroyers "FORTUNE," "SPARROWHAWK," and "ARDENT," belong to the "X" class, built in 1911-12; 615 tons, three 4-inch guns and two torpedo-tubes. Oil fuel only is consumed. The equipment is 100 officers and men. The "TIPPERARY" and "TURBULENT" as well as the "NEPTUNE" and "ALBATROSS" do not appear in any list published before the outbreak of the war.

GERMAN. "KAISER" class—The "KAISER" class of battleships of the Dreadnought type (completed 1912-13) consists of the "KAISER," "FRIEDRICH DER GROSSE," "PRINZESSIN," "LUTZOW," "KÖNIG ALBERT" and the "KARNIK." In design the ships of this class are very similar to our "NEPTUNE" class, but are much larger, the displacement being 24,300 tons. The designed speed is 20.4 knots, but some ships of the class did much better than this on trial, one of them, the "KAISER," steaming 23.4 knots for a short period. These were the first German battleships to be fitted with turbines. The armament consists of ten 12-in. guns, fourteen 5.9-in., and twelve 21-pdr. quick-firers, with five submerged torpedo-tubes. A feature of this class is the very strong armour belt, which is 13.9 in. over vital parts amidships. Each ship carries 1,060 officers and men, but the "FRIEDRICH DER GROSSE," which is the flagship of the command-in-chief, has a complement of more than 1,100.

"DANIELSSON" and "LUTZOW" are Germany's newest battle-cruisers. The "DANIELSSON" was laid down at Hamburg at the end of 1911, and launched at the end of June 1914. High speed and great fuel endurance are stated to have been the outstanding features of this ship, which in proportion to her size was by no means heavily armoured. Her displacement is given as 26,200 tons, and her main battery consisted of eight 12-in. guns in four double turrets. Twelve 5.9-in. quick-firers represented the secondary battery and twelve 21-pdr. anti-torpedo-bombardment. Four submerged torpedo-tubes were fitted. The "LUTZOW" is a sister-ship completed last year. Their speed is given as 24.4 knots, and the complement of each ship as 1,125.

The *Neufeld* displaced 16,000 tons and had a speed of twenty knots. Her armament was twelve 11-in., twelve 5.9-in., sixteen 21-pdr. and six submerged torpedo tubes. Her complement was 986 officers and men. She was completed in 1910.

"WESPADE" and "POMMER" described in a German communiqué as small cruisers, which have been lost, are not included in the latest list we have, and we assume that they are quite new ships.

The "FRANKLOS," which the German communiqué gives as missing, is a cruiser of 2,660 tons displacement, and a speed of 22 knots. She was completed in 1903. Her armament was ten 4.3-in. guns and two torpedo-tubes, and her complement 281 officers and men.

NEWS IN NEW YORK. NEW YORK, June 3. A German wireless brought the first news of the naval battle to New York, causing a break in stocks, but later the British statement of facts started a rapid recovery, and most of the losses were made up before the close.

BOWEL COMPLAINT IN CHILDREN. DURING the summer months mothers should watch for any unusual looseness of the child's bowels. When chronic trouble may be avoided. Chamberlain's Colic, Cholera and Diarrhoea Remedy can always be depended upon for relief by all Chemists and Druggists.

THE MAN WHO GETS THERE. It is the man who has blood—real rich red blood and plenty of it in his body. WATERBURY'S METABOLIZED COD LIVER OIL COMPOUND makes blood—lots of it—life giving, brain nourishing, strength replenishing blood. OF ALL CHEMISTS. BOTTLES \$1.25 and \$2.50.

#### THE NAVAL FIGHT.

PARTICULARS OF SHIPS ENGAGED.

Following are particulars of some of the ships mentioned above—

"QUEEN MARY," battle-cruiser, completed 1913; displacement 27,000 tons; main armament eight 15.5-inch discharging a projectile of 4,000 lb. weight at the rate of two rounds per minute, and sixteen 4-inch; speed 32.7 knots. After complement numbered 980 officers and men.

"INDEFATIGABLE," battle-cruiser, 1911; 18,750 tons; eight 12-inch and sixteen 4-inch; designed for a speed of 23 knots, which was much exceeded during trials. Complement 700 officers and men.

"INVINCIBLE," battle-cruiser, 1909; 17,250 tons; armament, speed and complement same as "INDEFATIGABLE."

"DEFENCE" was a ship of the "MINA-TAUCH" class, 14,000 tons, 23 knots speed. Armament four 9.2-inch, ten 7.5-inch and sixteen 12-pdr. guns. Completed in 1908. Complement, 800 officers and men.

"BLACK PRINCE," completed 1906, was an armoured cruiser of 13,550 tons; speed 23.3 knots; armament, six 9.2-in., ten 6-in., and twenty 3-pdr.; with three torpedo-tubes; complement, 700 officers and men.

"WARWICK," armoured cruiser, completed 1906, was a ship of 13,550 tons, armed with six 9.2-in., four 7.5-in. guns; twenty-four 3-pdr. quick-firers and three submerged torpedo-tubes. Complement over 700 officers and men. Speed 22 knots.

The destroyers "FORTUNE," "SPARROWHAWK," and "ARDENT," belong to the "X" class, built in 1911-12; 615 tons, three 4-inch guns and two torpedo-tubes. Oil fuel only is consumed. The equipment is 100 officers and men. The "TIPPERARY" and "TURBULENT" as well as the "NEPTUNE" and "ALBATROSS" do not appear in any list published before the outbreak of the war.

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## INTIMATIONS NOTICE

### TO EVERY PURCHASER OF No. 10 WHISKY

PROVIDED THE QUANTITY IS NOT LESS THAN THREE BOTTLES, WE WILL PRESENT A HANDSOME SOUVENIR IN THE SHAPE OF EITHER A JUG, ASH TRAY, MATCH STAND, BLOTTER OR EVERLASTING CALENDAR.

**DONNELLY & WHYTE**  
SOLE AGENTS.  
TEL. 636.

## G. FALCONER & CO., LTD.

### WATCHMAKERS & JEWELLERS.

Hotel Mansions.  
Agents for ADMIRALTY CHARTS  
ROSS'S BINOCULARS and TELESCOPES.  
KELVIN'S NAUTICAL INSTRUMENTS.  
BENSON'S ENGLISH WATCHES.  
ENGLISH SILVERWARE, direct from Manufacturers.  
High Class English Jewellery.

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### AUCTIONEERS TO THE GOVERNMENT.

General Auctioneers  
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Brokers and Commission Agents.

PROPRIETORS  
"To-Kwa-Wan" Coal Storage.  
Codes used  
Bentley's  
A. B. C. 4th & 5th Editions.  
A 1 Telegraphic Code.

Telegraphic Address  
"MILMOS" HONGKONG.

## PUBLIC AUCTION.

### THE Undersigned have received instructions to sell by Public Auction, on

**THURSDAY,**  
the 6th June, 1918, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street.

A QUANTITY OF  
**VALUABLE TEAKWOOD AND BLACKWOOD FURNITURE**  
as follows—

Upholstered Suite, Arm-chairs and Sofas, Card Tables, Bedroom Furniture, Brass Bedstead, Double and Single Beds, mounted, Bedsteads, Sideboard, Dinner, Wagon, Extension Dining Tables and Chairs, Tea and Occasional Tables, etc., etc., Dinner, Tea and Coffee Services, Cruisers, Glass Ware including Cut-glass, Cooking Stoves, Cutlery, Toilet Sets, Ice Chests, etc., Bath Room Utensils, etc., a quantity of Good Electro Plate.

One "Caille" Portable Motor with Battery, etc., Complete, 3 Pianos, Electric Reading Lamps, Blackwood and Teakwood Screens, a quantity of Blackwood Furniture, Pictures, Engravings, a few Oil Paintings, Bath Tubs, Large American Ice Chest, a number of Indian Carpets and Rugs, Tiger and Leopard Skin Rugs.

A number of Rolls of Mattings, etc. (New) (Full Particulars from Catalogue.)  
Terms—Cash.  
**HUGHES & HOUGH,**  
Auctioneers.  
Hongkong, June 3, 1918. 710

## PUBLIC AUCTION.

### THE Undersigned have received instructions from Mr. Too Chose Kwa to sell by Public Auction, on

**SATURDAY,**  
the 10th June, 1918, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street.

A LARGE ASSORTMENT OF  
CHINESE PORCELAINS, BRONZES, FIGURES, JADESTONE WARE, STONE BOTTLES, etc., etc., etc.  
Recently arrived from Peking. Full Particulars will be published later.  
Terms—Cash.  
**HUGHES & HOUGH,**  
Auctioneers.  
Hongkong, June 3, 1918. 713

## AUCTIONS.

PUBLIC AUCTION.  
THE Undersigned have received instructions to sell by Public Auction, (FOR ACCOUNT OF THE CONCERNED), on

**WEDNESDAY,**  
the 7th June, 1918, at 11 a.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street.

A QUANTITY OF  
**HOUSEHOLD FURNITURE**  
as follows—

Upholstered Suite, Arm-chairs and Sofas, Card Tables, Bedroom Furniture, Brass Bedstead, Double and Single Beds, mounted, Bedsteads, Sideboard, Dinner, Wagon, Extension Dining Tables and Chairs, Tea and Occasional Tables, etc., etc., Dinner, Tea and Coffee Services, Cruisers, Glass Ware including Cut-glass, Cooking Stoves, Cutlery, Toilet Sets, Ice Chests, etc., Bath Room Utensils, etc., a quantity of Good Electro Plate.

One "Caille" Portable Motor with Battery, etc., Complete, 3 Pianos, Electric Reading Lamps, Blackwood and Teakwood Screens, a quantity of Blackwood Furniture, Pictures, Engravings, a few Oil Paintings, Bath Tubs, Large American Ice Chest, a number of Indian Carpets and Rugs, Tiger and Leopard Skin Rugs.

A number of Rolls of Mattings, etc. (New) (Full Particulars from Catalogue.)  
Terms—Cash.  
**HUGHES & HOUGH,**  
Auctioneers.  
Hongkong, June 3, 1918. 710

**THURSDAY,**  
the 6th June, 1918, at 11 a.m., at the Breakwater, Yau-ma-tei, The Iron Lighter.

A QUANTITY OF  
**VALUABLE TEAKWOOD AND BLACKWOOD FURNITURE**  
as follows—

Upholstered Suite, Arm-chairs and Sofas, Card Tables, Bedroom Furniture, Brass Bedstead, Double and Single Beds, mounted, Bedsteads, Sideboard, Dinner, Wagon, Extension Dining Tables and Chairs, Tea and Occasional Tables, etc., etc., Dinner, Tea and Coffee Services, Cruisers, Glass Ware including Cut-glass, Cooking Stoves, Cutlery, Toilet Sets, Ice Chests, etc., Bath Room Utensils, etc., a quantity of Good Electro Plate.

One "Caille" Portable Motor



JUST ARRIVED  
Per S.S. "OARMARTENSHIRE"  
A FRESH CONSIGNMENT OF  
**GIN**  
SIR ROBERT BURNETT & CO.'S  
OLD TOM AND DRY.  
A. S. WATSON & CO., LTD.,  
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**POWELL**  
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**BABY CARRIAGES**  
LANDAUS  
COACH BUILT  
CANE CARS  
WOOD FOLDING CARS  
DOUBLE and SINGLE  
MAIL CARTS  
VIZ-A-VIZ  
FOLDING CARS  
SUMMER HOODS MADE UP  
SEE WINDOW.

**THE DIARY.**  
General Memoranda.  
WEDNESDAY, June 7:—  
11 a.m.—Auction of Mineral Waters and Household Furniture.  
THURSDAY, June 8:—  
11 a.m.—Auction of the P. & O. Lighter, "Malate" at the Breakwater, Yau-ma-te.  
2.30 p.m.—Auction of Furniture, etc. at Messrs. Hughes and Hough's.  
FRIDAY, June 9:—  
Noon.—Messrs. A. S. Watson and Co's. Meeting.  
SATURDAY, June 10:—  
2.30 p.m.—Auction of Chinese Porcelain, Bronzes, Pictures, etc. at Messrs. Hughes and Hough's.  
SUNDAY, June 11:—  
9 a.m.—Excursion to Macao by S.S. "Taishan".  
MONDAY, June 12:—  
Whit Monday.  
Bank Holiday.  
Police Reserve "Sports Night" at Victoria Theatre.  
TUESDAY, June 13:—  
3 p.m.—Sale of Crown Land at Public Works Department.

**THE CHINA MAIL**  
**TYPHOON**  
**MAP and**  
**GUIDE**  
Enables one to locate the centre of a Typhoon.  
MOUNTED ON CARDBOARD AND TAPED FOR HANGING.

**Price 50 Cents.**  
From the CHINA MAIL Office.  
**VISITING CARDS**  
PRINTED AT  
"China Mail" Office.

**BIRTHS.**  
AUCOTT—On the 5th inst. at 10 Queen's Gardens, Hongkong, to Mr. and Mrs. E. F. AUCOTT, a son.  
MANN—On Tuesday, May 30, 1916, at 312 Avenue Joffre, Shanghai, to Mr. and Mrs. H. M. MANN, a daughter.

### The China Mail.

HONGKONG, MONDAY, JUNE 5, 1916.

### GERMAN LOSSES IN THE NAVAL BATTLE.

We know what our own losses were in the great naval battle in the Skagerrak. The Admiralty made a full and frank announcement on the subject even before it was in a position to adequately indicate the extent of the losses inflicted on the enemy. We shall probably have to wait some days yet before the full extent of the damage done to the German Fleet leaks out. But sufficient is already known to warrant the conclusion that the German Fleet has suffered equally heavy losses, at least as far as tonnage is concerned. Let us examine the information so far to hand. A German communiqué admitted the loss of the cruisers "Wiesbaden," and "Pommern," and announced another, the "Frauenlob" to be missing. Later a German wireless telegram, intercepted by the British Authorities, announced the loss of the dreadnought "Westfalen." A still later telegram, from Ymuiden (Holland) tells us of the arrival there of three officers and fourteen men from the German cruiser "Elbing," which has been sunk. Now, in addition to these five ships, the British Admiralty tells us very definitely that a German battleship of the "Kaiser" class was blown up by British destroyers also that a German battle-cruiser—believed to be either the "Derfflinger" or the "Lutzow" (which are sister ships)—was blown up. The Admiralty also definitely states that six German destroyers and a German submarine were sunk. In addition to this the British Admiralty statement mentions the mutilation of three other capital ships of the enemy's fleet. But in the comparative table below we confine ourselves to ships which are definitely stated to have been lost:

BRITISH.	
Queen Mary	27,000 tons
Indefatigable	18,770
Invincible	17,250
Defence	14,600
Black Prince	13,550
Warrior	13,550
Six destroyers, say	7,000
Tons.....	111,700
GERMAN.	
"Kaiser" battleship	54,300
"Derfflinger" battle-cruiser	29,800
Westfalen	18,600
Wiesbaden, say	5,000
Pommern (cruiser) say	5,000
Elbing	5,000
Frauenlob	2,600
Six destroyers	4,300
Tons.....	111,000

If we add to the German list the Kaiser Dreadnought, which the British Admiralty say is "believed to have been sunk by gunfire," and add further the German battle-cruiser which was engaged by our Battle Fleet and "seen to be disabled and stopping," we get a total German tonnage of 141,600, against a total British of 111,700. When we bear in mind that the British Fleet was

greatly inferior in strength to the German Fleet it encountered, and when we note, too, that the whole German Fleet turned tail when it saw four British battleships came up to the assistance of the Cruiser Squadron, it is very obvious on which side the victory lay in the battle. We have a great deal yet to learn of the fight. It seems probable that some of our losses were from the mines which the fleeing German ships scattered in their wake to stop pursuit. Danish fishermen, in fact, observed one cruiser sink as a result of striking a mine. But while we deplore the loss of so many of our ships, and especially the loss of upwards of five thousand brave men, the nation realises that when two Navies like the British and German come to grips it is extremely unlikely that the victor will retire from the fray scathless. A review of the whole of the circumstances leaves confidence in the superiority of the British Fleet firm and unshaken. His Majesty the King happily voiced the feeling of the Empire in his message to Admiral Jellicoe when he says:

"I mourn the loss of the brave men—many of whom were my personal friends—who have fallen in their country's cause, but I regret even more that the German High Seas Fleet, in spite of heavy losses, was enabled by the mist to evade the full consequences of an encounter for which it has always professed the desire, but for which, when the opportunity arrived, it showed no inclination.

Though the enemy's retirement immediately after the opening of the general engagement robbed us of the opportunity of gaining a decisive victory, the events of the 31st of May amply justify my confidence in the value and efficiency of the fleet under your command."

[It should be stated that this article was written prior to the receipt of the Admiralty statements which appear on page 4. One of these statements says the Admiralty does not doubt that the German losses are heavier than the British, but merely relatively but absolutely, "En].

### NEWS OF THE DAY.

#### LOCAL AND GENERAL.

With an intermission of a few hours on Sunday afternoon we have had six days of incessant rain. The total fall has been just on 24 inches.

Mr. Eckford, British Consul in Tsingtau, by means of a circular to British residents asking for subscriptions to the Fund for Blind Soldiers and Sailors, collected over £145. When it is remembered that there are no more than 16 British residents in Tsingtau, this is a handsome sum.

Three fatal Chinese cases of plague occurred last week. Five cases of enteric fever, all Chinese, were notified and one fatal Chinese case of puerperal fever. Smallpox cases showed a decline, the number of cases reported being eight, of which seven were Chinese. The total number of cases of plague for the year is 22, all of which ended fatally.

#### EXCHEQUER BONDS.

The Hongkong and Shanghai Bank informs us that they have received a telegram from London to the effect that British 5% Exchequer Bonds are now being issued repayable in October 1919 and October 1921, the interest being payable in April and October. The issue of Bonds due in 1920 is discontinued.

#### T.K.K. PURCHASE THE "KOREA" AND "SIBERIA"

The Head Office of the Toyo Kisen Kaisha has advised the local branch today to the effect that the Company has concluded the purchase of the a.s. Korea and a.s. Siberia, formerly belonging to the Pacific Mail Steamship Company.

These two additional steamers will be placed on the Hongkong-San Francisco service. The a.s. Siberia, which will take the schedule of the s.s. Chiyo Maru, will leave Nagasaki for San Francisco on the 11th. September, the a.s. Korea following about one month later. These two steamers will on their subsequent voyages, as aforementioned, operate between Hongkong and San Francisco.

### A CHINESE COMPANY'S FAILURE.

#### WINDING-UP PETITION OPPOSED.

Before the acting Chief Justice, Mr. H. H. J. Gompertz, in the Supreme Court this morning a petition was presented on behalf of the San Kwok Man firm for an order to wind up the company and for the appointment of a liquidator.

According to the petition the company was incorporated in October 1913. The company, whose address was 136 and 138 Queen's Road Central, had a nominal capital of \$50,000 divided into 500 fully paid-up shares of \$100 each. The amount of capital paid up or credited as paid up was \$35,783.78. The objects for which the company was established were to acquire and carry on as a going concern the business of importers, general warehousemen in all its branches, silk, merrers, cloth manufacturers, decorators, gas fitters, etc., etc. According to the balance sheet furnished to the petitioner the working of the Company up to January 23, 1914, showed a loss of \$14,764.37. The balance sheet for 1914 showed a loss of \$34,678.63 and liabilities of \$137,146.77. The Directors had borrowed from local firms, persons and companies sums amounting to \$19,555.96. Since its incorporation the company had not kept any banking account to record the monetary dealings and transactions of the company. The directors, owing to breach of their duty as such directors, had not insisted upon the payment by the various persons who agreed to subscribe towards the capital and had refunded to one of such persons, Chan Wai Po, the sum of \$1,300 subscribed by him when he agreed to subscribe \$5,000 as his share of the capital. He only paid the sum of \$2,800.

The company, continued the petition, was unable to pay its debts in the circumstances and it was just and equitable that the company be wound up. Other business concerns in Hongkong similar to that carried on by the company had shown a profit. The assets of the company were of considerable value and included piece goods, silk, jewellery and other goods, merchandise of every description, and if prudently realised would be sufficient not only to pay and satisfy the Company's debts and liabilities but pay a dividend to the members.

Another affidavit filed by three shareholders holding respectively 65, 18 and 5 shares stated that nearly all the other shares of the company were held by other persons well known to them who resided in the country and who were desirous of voluntary liquidation.

Mr. G. C. Alington, instructed by Mr. G. F. Mason, of Messrs. D'Almeida and Mason, supported the petition and the opposing shareholders were represented by Mr. Eldon Potter, instructed by Mr. Needham of Messrs. Evans and Needham.

Mr. Potter took a preliminary objection to an affidavit on behalf of the petitioner which had only been filed on Friday. Counsel observed that Saturday was a holiday and he had not had an opportunity to reply.

Ultimately his Lordship ordered the affidavit to stand and adjourned the hearing of the petition until 10 a.m. on Monday. Mr. Potter to reply. Reference to the engagement of cases his Lordship remarked that the congestion was not the fault of the Court but often of the parties themselves.

### WOMEN'S WAR WORK IN HONGKONG.

The following two letters have been received from Matron D. Millicent and C. Mitchell, No. 27, General Hospital, Abbassin, Cairo, dated the 6th and 28th April respectively:

"We have received through Colonel Gordon Hall a case of comforts for our patients from the Hongkong War Hospitals Supply which we are most grateful for. We have just started this hospital and are therefore doubly glad of such useful articles as sheets, pillow cases, bed covers, etc. They are most acceptable and will be much appreciated by our nursing staff at times when such things are in great request and the supplies run short.

With many thanks to all kind donors etc."

"Colonel Gordon Hall has told me I may write and ask you if it would be possible to supply any of our needs for the sick in this hospital. We have over 600 at present and are extending to our full 1,000 to take in patients from Mesopotamia. We get the clothes from all over Egypt, and are getting dysentery too.

Mosquito nets 6 x 3 are most useful. Thin pyjamas, sweats, pipes, matches, stationery, cholera belts.

We are constantly being asked for canvas and wool as the men love making belts in fact anything like this to keep them employed when lying in bed, sometimes for weeks at a time. Razors and strops are very difficult to obtain.

We have a lovely hospital here. It was the Egyptian Police schools and has adapted itself splendidly to its present purpose."

### THE MAGISTRACY.

#### OPIMUM IN WATER CISTERN.

Five hundred and eighty-five taels of prepared opium was found by the Police cleverly concealed in the water cistern on board the Japanese steamer "Kamakura-maru," on arrival. Two arrests were made, the boatswain and the carpenter, and at the Magistracy this morning a remand on a charge of possession was ordered. The opium is valued at about \$6,000.

#### DUCKS IN CRATES.

##### OWNERS AND EMPLOYEES FINED.

Mr. F. C. Jenkin, Deputy Superintendent of Police (Reserve) charged eight Chinese in Mr. J. R. Woolf's court this morning under the Live Stock Importation Ordinance with not having identification marks on their charges. It was at first intended to charge defendants with cruelty, but as this would entail the attendance of Dr. Gibson, it was decided to proceed with the charge first mentioned.

Five men were charged in one case. The crates contained 208 ducks. The owner was fined \$50 and the remainder \$5 each.

In the second case three men were charged. The ducks numbered 101. A fine of \$50 was imposed on the owner and the other two defendants were each fined \$5.

#### EUROPEAN Y.M.C.A.

##### PROVISIONAL FINANCE COMMITTEE.

The following gentlemen have been invited to form the Provisional Finance Committee in connection with the effort to raise the sum necessary to fulfil the conditions of the offers of Mr. M. J. D. Stephens and Mr. J. J. K. O'Rourke towards a Building Fund:

"H.E. Sir F. H. May, K.C.M.G., Rear-Admiral Anstruther, C.M.G., H.E. Major-General F. Ventris, Captain S. E. Aiken, Messrs. C. E. Anton, G. W. Barton, J. M. Beck, Comdr. C. W. Beckwith, R.N., Messrs. W. H. Bell, C. H. Blason, F. S. L. Bowley, G. W. Burnett, H. A. Cartwright, C. Chazapkin, Lieut. Col. A. Chapman, the Hon. Sir C. P. Chater, Hon. Mr. W. Chatham, Rev. H. Copley, Messrs. A. Denison, W. E. Clarke, S. H. Dodwell, B. M. Dyer, G. T. Edkins, Comdr. F. J. B. Gibson, R.N., Mr. Justice Gompertz, Messrs. G. Grimbale, B. A. Hale, H. Hancock, A. E. Harris, R. D. Harvey, C. H. P. Hay, Hon. Mr. P. H. Holyoak, Messrs. H. Humphreys, F. C. Jenkins, Hon. Mr. J. H. Kemp, Messrs. A. S. Kempthorne, A. O. Lang, A. Mackenzie, Major D. Macdonald, Rev. J. R. Macdonald, Hon. Mr. C. McI. Messer, Messrs. F. W. Mitchell, G. H. May, D. K. Moss, G. C. Moxon, W. Nicholson, E. V. D. Parr, T. Petrie, G. Piercy, A. A. T. Plummer, Hon. Mr. H. E. Pollock, K.C., Rev. N. C. Pope, Messrs. E. Ralphs, J. Reid, Hon. Mr. Claud Severn, Hon. Mr. E. Shellim, Prof. Middleton Smith, Messrs. G. M. Shaw, A. B. Sorenson, N. J. Stubb, H. Sutherland, H. Sykes, A. Turner, W. B. Walker, J. H. Wallace, T. G. Weall, Major G. H. Wakeman, H.K.V.R., Rev. H. R. Wells, and Hon. Mr. E. D. C. Wilde.

This committee will meet at the City Hall to-morrow (Tuesday) at 12.30 p.m.

#### BADEN POWELL BOY SCOUTS.

##### THE FLAG SALES.

On Saturday 3rd inst. the St. Joseph's College Baden Powell Boy Scouts assisted by the Fox Patrol of Boy Scouts sold Union Jacks on behalf of the Belgian Children's Relief Fund and Blind Soldier's Fund.

The Boy Scouts beg to acknowledge the receipt with thanks of the following donations:

N. J. Stabb \$100  
Sir Robert and Lady Ho Tung 10  
Lau Chu Pak and Sons 10  
A. B. Crew 10  
Ho Kom Tong 5  
Rev. G. M. Spada 5  
A Friend of Belgian Children 5

Despite the inclemency of the weather Boy Scouts were out all day Saturday selling flags and in spite of the weather being against them realised the handsome sum of \$324.15.

The Fox Patrol collected \$8.74.32. The 1st Hongkong Troop, 249.83. The Boy Scouts thank Messrs. Noronha & Co. and the Hongkong Printing Press for printing the flags free of cost; and The Victoria Cinema and Bijou Cinema Theatre for allowing Boy Scouts to sell flags before the performances and during the intervals.

The above fund has not been closed yet and all contributions will be most gratefully received by Scoutmasters Edwards and Bragg at 8, Pedder's Hill.

The parade postponed from last Saturday will probably take place next Saturday, weather permitting.

#### SAFE, SURE, ALWAYS CURES.

Do not suffer from cramps, colic or pain in the stomach when Chamberlain's Colic, Cholera and Diarrhoea Remedy is used. It is a safe, sure, always cures. It is a safe, sure, always cures. It is a safe, sure, always cures.

### SCOTTISH LETTER.

#### (From Our Own Correspondent.)

##### EDINBURGH, April 28.

THE ROOT OF THE CLYDE TROUBLES. In the judgment recently delivered by Sheriff Kyle in the case of the Clyde strikers who were charged under the Munitions Act occurred the words: "You have taken up the attitude of a certain shop steward, that is to manage the work. You are going to manage the shop, and that is a sort of thing the law will give no countenance."

I venture to think that not only the law of the land, but also the common-sense of the nation, is against any such pernicious doctrine.

The position of the workers to whom these remarks were directed is an interesting illustration of the fruit that may be borne of seed cast into receptive soil. The seed is that of Syndicalism, which had its origin and fullest development in France. The aim of this Syndicalism is, of course, to transfer the control of industry, and with the control a greater proportion of the profits of industry, to the worker. The old-fashioned Labour party, with its Collective Bargaining and its gradual improvements in wages and conditions, is too slow for the new theorists. They demand liberty for the worker to determine the conditions of his labour and their weapon for that end is the Strike. Some will perhaps remember how in the days before the war these principles were received by the British Labour leaders, how they did not countenance the idea of the General Strike, and continued to put their trust in political reform through Parliament and Trade Union bargaining with the employers. But nevertheless the general principle of Syndicalism received a practical application from a group of able writers here, which while falling short of the complete idealism of the French agitators, yet proved to be a far-reaching conception and one which we are not yet done with by any means. This school retained the central idea of Syndicalism, that the producer should control, and endeavoured to inspire with it the whole machinery of trade Unionism. Instead of confining themselves to fighting employers, over wages, conditions, and hours, the Unions were told to add to their duties the making of demands on behalf of the workers that had nothing to do with wages or hours, and to attempt not merely to raise the standard of life or to better conditions, but to change the industrial system and to substitute democracy for autocracy in the workshop. "Then," in the words of one of the Syndicalist writers, "will come a number of stages where the Union is being taken more and more into partnership and the system of dual management will be developed."

By the time this stage is reached it is anticipated that most industries will be nationalised, and on that change industry will be increased. Finally will come the stage when the Union will be an all-embracing organism including all the workers in any way engaged in the particular industry, which it applies, at which point complete control of industry in the interests of the producers will have been attained. This is the English version of Syndicalism or Guild Socialism, the Trade Union in its glorified form being considered analogous to the old Trade Guild.

#### LOYAL LEWIS.

There is at least one part of the British Isles where the recruiting sergeant has very little left to do, and where the "pink forms" must have been very scarce. It is the Island of Lewis, which has every right to the description which appears on the cover of its recently published roll of honour. Out of a population, mainly rural, of about 30,000, "Loyal Lewis" has given 4,320 men, the numerical equivalent of an infantry brigade, to the Navy and Army. The percentage of the total population is nearly 15; of males, over 33. In one district, that of North Tolsta, the percentage of total population is 22, and of 400 men 189 are with the colours—47 per cent. Had the proportion of enlistments over the whole of Lewis been equal to that of Lewis the fighting power of the Crown, excluding the Colonies and India, would number 8,500,000. Few people today can think it a matter of indifference whether men or sheep or deer inhabit the Highlands.

Race suicide is being widely discussed in Scotland, the great loss of life through the war having brought the question once more to the front. In past times, it is pointed out, we recovered from war and pestilence because there was a power mightier than these—that of the child. But now, when a great calamity has overtaken the race; when the young, the noble, and the brave have lain down in death that the nation might live, the feet of the little children, on which "entwined" the race marched forward, are not there. "We have," it is said, "offered them up as a sacrifice to our Moloch." The general facts of the problem are being emphasised by local examples. What is asked, "would the city of Edinburgh say, or do it?" suddenly one half of its children were slain in a night. What a cry of horror would rise to Heaven! Yet that is exactly the calamity that has overtaken the city. In the year 1871 there were 34 children born in Edinburgh for every 1,000 of the population; in the year 1915 the number of children per 1,000 was 17. Edinburgh has, compared with 44 years ago, sacrificed half its children. "And because this calamity is the slowly ripening fruit of 40 years, and did not occur with dramatic swiftness in a night, there is no sound of lamentation in our streets." In the poorer districts of Edinburgh the birth rate maintains some vitality, but among the well-to-do, and the rich it is rapidly diminishing. The three districts where

the wealthy, the cultured abounds have a birth-rate but half of that in the districts where the poor, the miserable and the criminal are congregated in noisome slums. In two good class localities, Moray-side and Haymarket, the birth-rate is only one-third of what it was in Scotland in 1871. "They have sacrificed two-thirds of their children to their ease." It is among "the terraces and squares of the West End, among the garden villages of the suburbs, that this degeneration has evidenced the fullness of its power." But the "drying up" is creeping downwards; the lower middle-class is following their betters; and the artisan is coming hard after. "One writer sums up the whole matter thus:—'And though this policy of the silent nursery and the empty cradle is a policy of racial doom, the land of the Covenanters and the Capital of Presbyterianism have made it their own; they have out-Heroded Herod.'"

It seems a pity that Charlotte Bronte, whose centenary has just been celebrated, never wrote a novel with a Scottish background. Writing to a Southern correspondent in the summer of 1850, she lets herself go on the subject of Scotland, declaring that the land was likeable as an idea, but as a reality it was lovable. She compares the Scottish and the English capitals greatly to the latter's disadvantage. In terms of poetry, London is "a great rumbling, rambling, heavy epic," while Edinburgh is "a lyric, brief, bright, clear, and vital as a flash of lightning." Not content with striving to make London contemptible in the eyes of one of its citizens, Miss Bronte proceeds to "make it in." "If you had all the glories of architecture assembled together," she writes, "you have nothing like Arthur's Seat, and above all you have not the Scotch national character and it is that grand character, after all, which gives the land its true charm, its true greatness."

#### GOLF CLUBS THAT MATTER.

Time was when half-dozen clubs were considered ample for any player. Many find that number quite trouble enough. The remark has often been made, says the golf specialist of the " Scotsman," that if an ordinary mortal could use his half-dozen clubs properly he would be hard to beat. The range of clubs recommended by the masters of the game does not go much beyond that number. George Duncan has laid it down that seven clubs—driver, brassie, spoon, cleek, mid-iron, maulie, and putter—are ample. "It is a list that should well suffice the average player. In view of his own predilection for the spoon, it is not surprising that he should include the club in his selection. One remembers his misgivings when, in a French Championship, he broke his spoon, a friend of many years. Herd has always been a staunch advocate of the value of the spoon. He holds that it takes the place of the cleek or the iron. There are certainly many who would subscribe to a testimonial to its great help where the cleek and the iron, less tractable (11bs) in numerous hands have failed to give the desired results. By its make and shape it is easier to use than the cleek, and lends a more trustworthy assistance when the ground is somewhat heavy. It is a club in which one is not so apt to lose faith as in some of its companions on the round."

#### MISCELLANEA.

A soldier wished his wife farewell thus:—"Good-bye, Maggie; I've got the separation, and you'll get the allowance."

The Irish outlook, according to a Scots rhyme, is something like this:—

It fills one with anger, it fills one with shame.

It fills us with utter amazement, To think there are Irishmen, even in name.

So blind they can't see through a Casement!

Mr. D. Y. Cameron, a native of Glasgow and now resident at Kippen, Stirlingshire, is one of the new Associates of the Glasgow school of painters, but it is as an etcher that he is best known; indeed he is in the very first rank of the exponents of this branch of art.

Sergeant William Whyte, 1st Gordons, whose death was recently announced along with that of his brother, wrote the following lines when in hospital:—

"No regrets, no surrender, no grudging, A limb I gave in my country's cause, I'm marked until I die, Much more would I give to bring back peace."

And banish the battle cry."

The following movements of ships of the U.S. Asiatic Fleet are reported:—The *Helena* and *Wilmington* have exchanged stations. The *Wilmington* now being Commander; 2nd Division vessel is stationed on the Yangtze. The *Helena* is the Commander, 3rd Division's vessel and stationed in Southern Chinese waters. The *Wilmington* has left Shanghai for a cruise up the Yangtze. The *Palos* was due at Shanghai about June 8. The *Supply* has left Shanghai for Manila and the *Galathea* has arrived at Manila for target practice.

#### SOMETHING DEFENDABLE.

DIARRHOEA is always more or less prevalent during this weather. Be prepared for it. Chamberlain's Colic, Cholera and Diarrhoea Remedy is prompt and effective. It can always be depended upon. For sale by all Chemists and Storekeepers.



## THE WAR.

## TO-DAY'S TELEGRAMS.

(Reuter's Service to the China Mail.)

## THE GREAT NAVAL BATTLE.

## DETAILED ACCOUNT BY ADMIRALTY OFFICIAL.

New York, June 4.

The first accurate and detailed account of the battle off Jutland is given to the American public by the Associated Press which received the description from a high official of the British Admiralty, who has studied all the official reports. It is, as follows:—

"We were looking for a fight. The stories that our Fleet was decaying by the German, is the absolute nonsense. Indeed, in a word, with an inferior fleet we engaged the entire German Fleet who were interrupted in their plans and driven back to harbour."

Thus we sustained heavy losses, which we expected, but we also attained expected results.

I must admit we had extremely hard luck with our battle-cruisers, but the loss of three great ships in no wise cripples our control of the sea."

## PHASES OF THE BATTLE.

The battle had four phases:—

Firstly, the opening at 3.15 in the afternoon when our battle-cruisers at a range of six miles joined action with the German battle-cruisers."

Secondly, the speedy arrival of battleships of both sides, the Germans arriving sooner than ours, but before that, our three battle-cruisers had been blown up, supposedly by gunfire, but possibly they were torpedoed. At such close-range fighting our battle-cruisers might be criticised for bad tactics, but our Fleet, following the traditions of the Navy, went out and engaged the enemy, and the weather made them do so at close range."

Thirdly, the engagement of the battleships was never more than partial. It included a running fight as the German Dreadnoughts fled towards their bases. The big ship fighting was over by 9.15.

Then came one of the weirdest features of the battle, as the German Destroyers made attack after attack, like infantry following artillery preparation, on our big ships. These onslaughts were futile, not a single torpedo getting home."

These attacks ended in the morning. The scene of the battle was swept by Admiral Jellicoe's Fleet who reported that not a single enemy vessel was in sight.

Any description can only be fragmentary pending Admiral Jellicoe's report."

## AN AMAZING INCIDENT.

It is an amazing incident that the super-dreadnought *Marlborough*, steamed into a veritable hornet's nest of submarines and skillfully avoided three before she was hit, but she is now safely in harbour."

## GERMAN LOSSES.

Early in the engagement, according to Rear-Admiral Beatty's report, a German cruiser, after being both engaged, blew up and broke in two and sank. The British pursuing Fleet left behind them another German battle-cruiser, *hans de combat*, and when they returned she was missing. She must have sunk."

This accounts for two enemy battle-cruisers and the Germans admit the loss of two battle-cruisers."

The Admiralty has reported the sinking of four German light cruisers. That the Germans have acknowledged the loss of six destroyers is the best hope that the German loss is even greater. "But we do not intend to make estimates until we have complete official reports based on absolutely certain evidence."

Zeppelins did not play the part attributed to them. Only one appeared and remained in action for a very brief time. It then retired under heavy fire badly damaged. The weather was such that it is doubtful if any aircraft would have been of much service."

## NO ENEMY SURPRISES.

The enemy sprang no surprises. There were no 17-in. guns and no new tricks."

This bad weather was the hardest luck our Fleet has yet encountered. Nevertheless with a fight like Wednesday's action every day, we could stand the loss much better than the Germans."

The Associated Press adds that future details will be even more heartening for Britons."

## ANOTHER.

## ADMIRALTY STATEMENT.

LONDON, June 5.

The Admiralty has issued a statement generally similar to that made to the Associated Press of America."

It states that when the main body of the British Fleet came in contact with the German High Seas Fleet the briefest period sufficed to compel the Germans, already severely punished, to seek refuge."

"This was possible owing to the low visibility and the mist. The Grand Fleet was only able to get in momentary contact with the enemy's ships now and then. No continuous action was possible."

The pursuit continued till the light wholly failed, but British destroyers were able to make a successful attack during the night."

After driving the enemy into port, Admiral Jellicoe returned and scoured the main scene of action in search of disabled vessels. By noon on Thursday it was evident that nothing more could be done and the ships returned to their base, refueled and were again ready for sea on Friday (4th) evening."

"The word is mutilated in the cable, which gives it as *Hindley*—E.L."

## GERMAN LOSSES.

The Admiralty states that the British losses have been fully stated. There is nothing to add of substance. The Admiralty do not doubt that the German losses were heavier, not merely relatively but absolutely."

There is the strongest ground for supposing that the German losses include:—

- Two Battleships
- Two Dreadnought Battle-Cruisers, of the most powerful type.
- Two of the latest Light Cruisers, viz. the *Westphalen* and *Elbing*.
- A Light Cruiser of the *Rostock* type.
- The Light Cruiser, *Frauenlob*.
- Nine Destroyers, at least.
- A Submarine.

## THE CASUALTIES.

LONDON, June 4.

Up to the present 250 officers and 250 men have been saved.

Among the victims are Rear-Admiral Arbuthnot and Midshipman Scott, son of Admiral Sir Percy Scott, who were both on the *Defence*."

## (Havas Service.)

## THE NAVAL LOSSES.

LONDON, June 3.

In the Naval fight the British losses were two battle-cruisers, three cruisers and eight destroyers; and the German losses admitted by Germany were two dreadnoughts, two battle-cruisers, three cruisers, six destroyers, and one submarine."

The German fleet was compelled to return to its base on the 1st June before the arrival of the British Battle Fleet."

## CHAMBERLAIN'S PAIN BALM.

A TOUCH of rheumatism, or a twinge of neuralgia, whatever the trouble is, Chamberlain's Pain Balm drives away the pain at once and cures the complaint quickly. First application gives relief. When a bottle of it is kept in the house the pain of burns and scalds may be promptly relieved, cuts and bruises quickly healed and swellings promptly reduced. In fact, for the household it is just what should be provided with every family should be provided with. For sale by all Chemists and Druggists.

## THE FIGHTING AT VERDUN.

PARIS, June 4.

A Paris *communiqué* states:—There was a heavy attack last evening in the ravine between Damouville and Vauxfort, and the enemy gained a footing in our trenches but a counter attack immediately drove him out. A second attack in the morning failed before our artillery fire."

## THE EXPORT OF ANILINE FROM GERMANY.

## BRITISH CONCESSION ABUSED.

LONDON, June 4.

The Amsterdam *"Handelsblad"* says that owing to infractions of the Anglo-Dutch agreement whereby Great Britain allowed the export of aniline from Germany, several Dutch cargo steamers are held up by the British and have been obliged to discharge their cargoes of aniline. The steamer *"Ronde"*, with 1,400 cases, was allowed to leave Durban on the condition that the aniline which was addressed to the Governor-General of the Dutch Indies and is urgently needed, be placed at the disposal of the British Consul of the Dutch Indies."

## STEAMERS SUNK.

LONDON, June 4.

The British steamers *Devland* and *Salmon Peal* have been sunk."

## EARLIER TELEGRAMS.

## THE BRITISH FRONT.

## GALLANTRY OF CANADIANS.

LONDON, June 4.

General Sir Douglas Haig, in a *communiqué*, states:—Very severe fighting has continued unceasingly south-east of Ypres, between Hoge and the Ypres-Menin railway. The enemy, following up last night's initial advantage, pushed his attacks at night and succeeded in pushing through the defences to a depth of 700 yards in the direction of Zillebeke. The Canadians, who are holding this sector, counter-attacked at seven in the morning and succeeded in gradually driving the enemy from much of the ground he had gained. The Canadians behaved with the utmost gallantry in counter-attacking successfully after a heavy and continuous bombardment. The enemy losses were severe, and many German dead were abandoned."

General Mercer and General Williams, of the 4th Canadian Division, who were inspecting the front trenches yesterday during the bombardment, are missing."

Opposite Reuvrey a small party raided a German line last night, bringing back prisoners after a sharp engagement, in which the German tank party suffered casualties. We bombed several German dugouts and mined an enemy trench south-west of Augres last night, disposing of the garrison above ground. We also bombed five dugouts, retiring without loss. There has been much artillery activity to-day at Loos."

## THE FRENCH FRONT.

## MORE FIERCE GERMAN ATTACKS AT YERDUN.

PARIS, June 3.

A *communiqué* states:—On the left of the Meuse our positions at Hill 304 and our second lines were subjected to a severe bombardment. On the right of the Meuse the struggle continues in the Vaux Fort sector with the same desperation. All the enemy attempts against our trenches to the west and east were repulsed. The Germans multiplied their furious assaults against the Fort itself, despite the ravages caused in their ranks by our artillery and machine-guns, which drove the foe back time after time. Nevertheless, in the course of the night parties of the enemy penetrated a fosse north of the Fort in the interior of which we are holding out vigorously."

## THE FRENCH FRONT.

## MORE FIERCE GERMAN ATTACKS AT YERDUN.

PARIS, June 3.

A *communiqué* states:—On the right bank of the Meuse there has been no infantry action. "The artillery duel has continued in a most violent manner on the Thiaumont Farm and Vaux front, but the situation has not changed at Vaux Fort. The enemy has not attempted to develop the advantage he gained last night. Our second lines on the right of the Meuse were bombarded."

## ALLIES AT SALONIKA.

## MARTIAL LAW PROCLAIMED.

SALONIKA, June 4.

The Allies have occupied the telegraph offices, the Prefecture, the Port and Customs, simultaneously taking extensive precautions to prevent the possibility of opposition. "The Commanders of the Gendarmerie and the Police were relieved of their functions, and martial law has been proclaimed."

## ECONOMY IN THE END.

It costs but a small amount to keep Chamberlain's Cough, Cholera, and Diarrhoea Remedy always in your medicine chest and it is economy in the end. It always cures and cures quickly. For sale by all Chemists and Druggists."

## THE ITALIAN FRONT.

## AUSTRIAN OFFENSIVE.

## EVERYWHERE "STOPPED DEAD."

ROME, June 3.

A *communiqué* states:—The enemy offensive has continued uninterruptedly, but it was everywhere stopped dead. There has been an intense bombardment at Posina and Torrey. The enemy violently attacked the Posina heights but was everywhere repulsed with heavy losses. North-east of Cengio the position at Belmonte changed hands repeatedly, and eventually it was brilliantly recaptured and held by the Italians. Enemy aircraft bombed Ala, Verona, Vicenza, and Schio, doing only the slightest damage. Six persons were wounded. The Italians dropped a hundred bombs on encampments in the Asiatic valley. Good results were observed and the air men returned unharmed."

## [FOREIGN OFFICE TELEGRAMS.]

## THE ASIATIC THEATRE.

LONDON, June 1.

In the Asiatic theatre North of the Armenian Taurus each side is apparently holding the other. South of the mountains the Turks have been hurrying reinforcements along the Baghdad railway to Fuglad and have pushed out a fairly strong column to Rawanduz where one Russian force is advancing. Neither side has yet announced any conflict in this direction."

## THE BULGARIAN INVASION OF GREECE.

LONDON, June 1.

"A Bulgarian force with some German engineers has occupied Greek forts commanding the approaches to Cavalla, the port which Bulgaria desired after the Balkan War but which Greece took. "So far there has been no further Bulgarian advance."

The Anglo-French force at Salonika is now believed to be very large and well supplied. It has just been reinforced by the reorganized Serbian Army from Corfu, all longing to be up and at the Bulgars."

(Continued on Page 3.)

## THE PROSPERITY OF SHIPPING.

## SOME MARINE INSURANCE FIGURES.

Black as the war-clouds may appear, there is a silver lining to them. Many industries that were languishing before the war are now in the heyday of success. Shipping, in all its varied phases, is, however, enjoying phenomenal prosperity, says a London correspondent. Freight rates are such as to make the mouths of the most covetous waterspout self-dividends as being paid and sums carried to reserve to be utilized in the near future to build new and up-to-date ships to meet the requirements of the world's coming increase in international commerce, as well as to replace the respectable amount of carrying capacity that the German submarine plus have sent to the bottom."

In these circumstances it is not surprising to find marine insurance to be doing well. Although underwriting marine risks contain a strong speculative element even in times of peace, which has become almost a pure gamble, marine insurance companies are paying increased dividends and have considerably strengthened their position, notwithstanding the many adverse circumstances that have operated and continue to operate against them."

In the following table taken from the "Facts and Figures" of the marine insurance industry, the actual percentage of profit, after allowing for the amounts put to suspense to close the accounts, of seven companies that bear out the foregoing remarks."

How satisfactory they are is seen from comparing the percentage of profit with the corresponding figures for 1913: The British and Foreign percentage of 21.5 compares with 15 in the previous year; the Indemnity 16.9 with 16.4; Merchants' 20 with 17; the Reliance 18.2 with 15; the Sea 17.2 with 16.1; the Union 14.3 with 7; and the World 12.4 with 12.4. The actual surplus in each case is also very satisfactory."

## SURPLUS ON 1914 ACCOUNT.

Company.	Premiums.	Claims.	P.C.
British and Foreign	£405,345	252,075	2104.771 21.5
Indemnity	617,734	22,187	104,680 16.9
Merchants	324,487	11,982	22,607 20.0
Reliance	177,480	12,231	25,180 18.2
Sea	468,795	23,636	60,802 17.2
Union	740,388	38,304	104,804 14.3
World	244,073	11,947	40,905 12.4

## FIRST YEAR SETTLEMENTS IN 1915.

Company.	Premiums.	Claims.	P.C.
British and Foreign	£784,368	219,568	25.4
Indemnity	1,043,329	312,107	30.0
Merchants	329,763	11,982	22.0
Reliance	172,763	11,214	22.0
Sea	623,894	104,747	31.2
Union	1,111,654	432,370	38.0
World	385,238	123,172	32.0

In normal years the settlements shown would be exceptionally heavy for a first year, but it should be remembered that the war risk insurance is settled, as a rule, more quickly than marine insurance."

Since the war the capabilities of the London market for accepting the large insurance have very much expanded, owing to the way in which underwriters have met the needs of both owners and merchants for additional cover, and it is believed that British underwriters mean to hold their own in the future. Their financial position has never been stronger than it is to-day, and owners and merchants call to mind the figures of ample compensation for their losses and the aid they have received from the market which has been doing the work of destroying the shipping of the world."

## THE SEIZURE OF MAILS.

## ANGLO-FRENCH MEMORANDUM.

The Memorandum presented by His Majesty's Government and the French Government to neutral Governments regarding the examination of parcels and letter-mails has been published as a White Paper, the text being in both languages."

The following are the principal points of fact contained in the document:—

## SUBSIDIARY POINTS.

Among numerous examples, it will be enough to quote 1,302 postal parcels containing altogether 437,810 kilos of rubber for Hamburg (steamships *Tijuna*, *Bahia*, *Jaguaripe*, *Mambray*, *Acora*, *Olimpia*, *Panama*) on further, sixty-nine postal parcels containing 400 revolvers for Germany via Amsterdam (steamship *Gelma*).

From December 31, 1914, to December 31, 1915, the German or Austro-Hungarian naval authorities destroyed without warning or preliminary visit thirteen mail steamers with the mail-bags on board, coming from or destined to neutral or Allied countries, without troubling any more about the inviolability of the despatches and correspondence they contained than about the lives of the inoffensive persons on board these vessels."

More recently their examination on allied territory of various mail-bags conveyed in vessels touching at certain ports in that territory revealed the presence, in the wrappers, envelopes and postal packets of articles of contraband particularly sought after by the enemy for instance, an arrival of the steamship *Tubantia* in Europe there were found on board 17,415 lbs. of rubber, 10 lbs. of which were superior quality Para, as well as seven packets of wool on board the steamship *Medan*, seven packets of raw rubber. A similar examination, made under the same conditions, of mail-bags leaving Europe revealed values of the mail-bags on one steamship alone, the *Zandijk* (Dutch), no less than 308 packets of merchandise of various kinds."

The following letter from the German firm of G. Vogtman and Co. (dated December 1, 1915, from 18 Glockengasse, Hamburg) is particularly instructive:—

"For a certain time we have been receiving regularly from Paris consignments of raw rubber, and you might give your attention to this matter. The consignments are sent as registered samples without value, about 200 packets some by each mail, and each packet contains about 320 grammes net of rubber. The trouble of making up the packets and the high cost of postage are largely covered by the high price which the goods fetch here."

It is known that on December 15, 1915, raw rubber, which had been taken over completely by the German State authorities, was worth about 25 marks the kilogramme, and that, as the Hamburg merchant added, "ein guter Verdienst nicht ausgeschlossen ist." ("there is a chance of a good profit.")

## WHAT INVOLVABILITY MEANS.

On the ground that, on the one hand, inviolability does not apply to anything sent through the post that is not genuine correspondence, and that, on the other hand, it would be giving to this inviolability an application which it actually has if it were held to confer exemption from all examination on articles sent by post, even if they were contraband of war, the Allied Governments declare:—

1. That as regards their right of visit and search and opening of parcels of genuine and secure goods sent in the form of postal parcels are not entitled to and will not receive other treatment than goods sent in other way."

2. That the inviolability of postal correspondence, laid down by the Universal Convention of 1864, detracts in no way from the right of the Allied Governments to search and, if necessary, to detain and seize goods concealed in wrappers, envelopes or letters contained in mail-bags."

3. That, faithful to their engagements and duly respecting the correspondence, the Allied Governments will continue, for the present to refrain from capturing at sea and confiscating such correspondence, letters or despatches and that they will ensure their being forwarded as rapidly as possible so soon as their genuine character has been established."

## NEW PORT IN SIBERIA.

After June 14 American exporters for the first time since the opening of the European war, will have an opportunity to land goods directly in Russia according to information received recently from the Russian-American Chamber of Commerce of Moscow by the American-Russian Chamber of Commerce, recently organized in New York."

A cablegram announced that on that date, the port at Nikolaievsk, at the mouth of the Amur River in Siberia, will be opened for navigation. It is anticipated that much of the freight which has been going to Vladivostok during the winter months will be diverted to this port, from which it will be transported up the Amur River to Sretskiy, where connection is made with a railroad line, linked to the Trans-Siberian Railroad, recently organized in New York."

"The opening of this port will be to the Siberian coast, what the opening of Kola will mean to the region directly surrounding the Baltic," said Mr. E. C. Porter, secretary of the American-Russian Chamber, New York Maritime Editor."

## CLOSING SHARE QUOTATIONS.

Banks	£700 b
Unions	610 b
Cements	104 b
Sugars	106 b
Docks	117 b
Wharves	119 b
	63 ss

## To-day's Advertisements.

## WANTED.

A French (Yunnan) LADY'S COMPANION or some other person of experience with children, middle age and with a perfect knowledge of French to help in taking charge of 2 young children. Highest references required. Apply to MESSRS. J. & J. G. (China) Mail Office, Hongkong, June 4, 1916."

## HARPER'S PRICKLY HEAT POWDER.

A NATURAL EMOLLIENT AND ABSORBENT DUSTING POWDER, SCIENTIFICALLY COMPOUNDED FOR USE IN THE TREATMENT OF ALL ITCHING INFLAMMATORY CONDITIONS OF THE SKIN.

## PREVENTION OF SORE FEET.

Apply a small quantity of the Prickly Heat Powder to the Soles of the Feet and between the Toes: this will ensure perfect ease and prevent Sore and Blisters.

PRICE 75 CENTS PER TIN.

PREPARED BY THE

Queen's Dispensary  
(HARPER & CO.)

TEL. 492.

31, Queen's Road Central.

THE ONLY EXCLUSIVE  
"ANGLO-INDIAN"  
IN THE COLONY.

Diss Bros

No. 1, WYNDHAM ST.  
(Lower Street)  
ESTABLISHED 1900

"Only one can be best!" and the best isn't  
the "just as good" kind, is it?  
The best Roofing is

## "MALTHOID"

because a "Malthoid" experience of over a quarter of a century is found in every yard. Ask our experts, who will instruct or supervise FREE, and whose experience entitles them to your confidence. Use "Malthoid," as they recommend! then tell your friends what you think of it!

WATERPROOF  
CHEAP!  
CLEAN!  
LIGHT!  
SAFE!  
SNOWPROOF!

"MALTHOID"

Agents: BRADLEY & Co., Ltd.  
HONGKONG.

## D. &amp; J. McCALLUM'S "PERFECTION"

Embraces  
All  
the qualities of  
A High Class  
Scotch Whisky  
for Connoisseurs.



Perfect  
Whisky  
Mellow  
like a  
Liqueur

SOLE AGENTS:

## Gande, Price &amp; Co., Ltd.

Wine Merchants.

6, Queen's Road Central.

Tel. No. 135.

HONGKONG.











## TO LET

## TO LET.

OFFICES, 2nd Floor, St. George's Building.  
Apply to—  
SHEWAN, TOMES & CO.  
Hongkong, April 7, 1916.

## TO LET.

HOUSE in Kowloon.  
No. 2, Lyceum Villas.  
Apply to—  
CHANG YUK SHU,  
C/O YEE SANG FAT CO.,  
24, Queen's Road Central,  
Hongkong.  
Hongkong, May 22, 1916.

## TO LET.

A HOUSE in Kowloon Terrace.  
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.

## TO LET.

A SMALL GODOWN in Prince's Building.  
For particulars etc. apply  
THE HONGKONG CENTRAL ESTATE LTD.  
Hongkong, May 2, 1916.

## TO LET.

OFFICES in Prince's Building.  
Apply to—  
SHEWAN, TOMES & CO.  
Liquidators  
RATNER BROCKMANN & CO.  
Hongkong, April 15, 1916.

## TO LET.

OFFICES on 1st Floor, No. 3 Queen's Road Central at present in the occupation of The China Fire Insurance Co., Ltd.  
Apply to—  
CHINA FIRE INSURANCE CO., LTD.  
Hongkong, April 23, 1916.

## TO LET.

OFFICES at 3 Connaught Road.  
Apply to—  
SHEWAN, TOMES & CO.  
Liquidators  
RATNER BROCKMANN & CO.  
Hongkong, April 15, 1916.

## TO LET.

THREE-ROOMED FLATS in Humphreys Buildings, Kowloon.  
FOUR-ROOMED FLATS in May Road, with every modern convenience, including English Bath and Kitchen Ranges, Hot Water and Water Carriage System. A few flats specially designed to accommodate three scholars at reasonable rentals. Immediate possession.  
FOUR-ROOMED HOUSES in Garden Terrace and Salisbury Avenue, Kowloon.  
TWO ROOMED-FLATS in Nathan Road, Kowloon.  
Apply to—  
HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.  
Alexandra Buildings.  
Hongkong, Dec. 29, 1915.

## STEAMERS EXPECTED.

The China Mail Steamship Company, Ltd.'s s.s. *China* sailed from San Francisco on the 24th May.

## HONGKONG TIDES.

The tide-table given below has been compiled at the Nautical Almanac Office in London from the result of the analysis of observations taken by means of an automatic tide-recording machine in the Water Police Basin at Tsim Sha Tsui during the years 1907 & 1908.  
The zero of the table corresponds with the zero of the sounding in the Admiralty Charts, which has been found to be a foot 5 inches below mean sea level.  
To obtain the depth of water on the tide gauge at the Victoria Naval Yard add 5 feet 4 inches, and on the gauge at Leaden Dock, Aberdeen, add 10 feet 5 inches to the height given in the table.

June 5th to 12th, 1916.

Hour	High Water	Low Water	Hour	High Water	Low Water
	Time	Height		Time	Height
Mon. 5	11:25	10.5	Mon. 11	11:25	10.5
Tue. 6	11:25	10.5	Tue. 12	11:25	10.5
Wed. 7	11:25	10.5	Wed. 13	11:25	10.5
Thur. 8	11:25	10.5	Thur. 14	11:25	10.5
Fri. 9	11:25	10.5	Fri. 15	11:25	10.5
Sat. 10	11:25	10.5	Sat. 16	11:25	10.5
Sun. 11	11:25	10.5	Sun. 17	11:25	10.5
Mon. 12	11:25	10.5	Mon. 18	11:25	10.5

## OVERLAND CHINA MAIL

THE WEEKLY EDITION OF THE "CHINA MAIL"  
CONTAINS ALL THE NEWS OF THE WEEK  
PRICE 20 CENTS (Cash) per copy.

## COMPARE THE WORK!

THE ROYAL TYPEWRITER.

ALEX. ROSS &amp; CO.

11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

## THE KWONG HIP LONG CO., LTD.

(NOW RECONSTRUCTED)

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON FOUNDRIES. All work done in this establishment is guaranteed. We have over thirty years' experience. We own two shipyards and can accommodate any craft of 200 feet long.  
TOWNSHIP, 43, CONNAUGHT ROAD CENTRAL, HONGKONG. Telephone No. 458.  
SHIPYARD: SHAM-SUI-PO, KOWLOON, HONGKONG. Telephone No. 42.  
Estimates furnished on application.  
WONG PING-WA, Manager.  
Hongkong, April 1, 1916.

## SHIPPING

## ARRIVALS.

June 3.  
Kaituma, British steamer, 1,675, J. B. Evans, Haiphong, via Pakhoi June 1, and Hoihow, 2,125, and General, BUTTERFIELD & SWIRE.  
June 4.  
Shan Chong, Chinese steamer, 1,346, T. Kyle, Shanghai May 30, Beans—CUT-SEAL.  
June 4.  
Lucan Maru, Japanese steamer, 2,845, T. Watanabe, Kobe May 29, General—O. S. K.  
June 4.  
Huihwa, British steamer, 1,370, J. W. Evans, Fochow, via Amoy and Swatow June 1, General—DOUGLAS STEAMSHIP CO.  
June 4.  
Kaituma, British steamer, 1,675, J. B. Evans, Haiphong, via Pakhoi June 1, and Hoihow, 2,125, and General, BUTTERFIELD & SWIRE.  
June 4.  
Kwong Chong, Chinese steamer, 1,346, T. Kyle, Shanghai May 30, Beans—CUT-SEAL.  
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Lucan Maru, Japanese steamer, 2,845, T. Watanabe, Kobe May 29, General—O. S. K.  
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## DEPARTURES.

June 4.  
Huihwa, for Swatow and Fochow.  
Anakura Maru, for Swatow and Tamsui.  
Shanghai, for Canton.  
June 5.  
Loongyong, for Manila.  
Anhui, for Canton.  
Sohu Maru, for Canton.  
June 5.  
Nagoya, for Shanghai.  
Kaituma, for Hoihow and Haiphong.

## PASSENGERS.

Per *Huihwa*, from Coast Ports, Mrs. Skerrett Rogers, Miss E. A. Dawson, Mr. C. Richardson, and Ensign G. N. Kales, U.S.N.  
Per *Hongkong*, from Haiphong, Mr. Leslie Taylor, Mr. Chenet, Mr. Leprie, Mr. and Mrs. Duchsene and child.  
Per *Loongyong*, for Hongkong, from London, Mr. A. Valentine, Mr. P. D. Lewis, Gunner Savage, Act. Gunner McLeod, from Gibraltar, Mr. J. M. Martinez, Mr. E. P. Guinea, from Bombay, Mr. and Mrs. D. K. Sethna, Miss Sethna, Mr. A. Fazlullah, Mr. A. A. Cader, Mr. C. C. Smith, Miss N. E. Robinson, from Colombo, Mrs. E. C. Bruce, Mrs. H. R. Salisbury, from Penang, Mr. and Mrs. Selator and child, Mrs. Porter and child, Miss Talbot, from Singapore, Mr. Stryker, Mr. and Mrs. C. V. M. J. V. (Gunter), Mr. and Mrs. Bicknell, child and nurse, Mrs. H. Hus, Mr. and Mrs. Blane, Messrs. Petrie, Burke, Hekking R. J. Bussard, J. N. O'Day, Mr. and Mrs. Robertson and child, Messrs. L. J. Kuhn, W. Midren, L. Danner, J. Green, T. McBride, H. G. Arundell, R. Kelly, W. B. Hume, Mr. H. E. Huxter, P. R. Arundell, C. F. Bartley, W. C. Ginter, G. Lamb, C. E. Spillar, M. R. Davis, J. M. Craig, Mr. and Mrs. Souden, Messrs. J. A. Raipier, H. Peirman, E. McCann, W. Wheaton, F. J. Swingle and J. F. Van Epps.  
Per *Anhui*, from Shanghai, Messrs. McIntyre, Kenack, Stevens, Burhan, Ross, Logan, Sister Ambrose.  
Per *Kwong Chong*, from Swatow, Mr. L. B. Green.

## SHIPPING REPORTS.

The British steamer *Huihwa*, from Swatow, reported: Moderate S.W. winds and confused swell with heavy rain squalls.  
The French steamer *Loongyong*, from Haiphong, reports: Fair in Tsim Sha Tsui and from Hainan to Namoo, fresh breeze and moderate sea from W.N.W. from Namoo to Hongkong.

## WEATHER REPORT.

On the 5th at 12:10—No returns from Japanese stations.

Pressure has decreased along the coast, considerably in the North and slightly in the South. It is nearly stationary to the south of parallel 20° N.

A depression lies over China. Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.06 inches.

Forecast for the 24 hours ending at noon on the 6th June.

1.—Hongkong to (Gay) Rock: S.W. winds, moderate; squally, overcast, rainy.

2.—Formosa Channel: The same as No. 1.

3.—South coast of China between Hongkong and Lanooks: The same as No. 1.

4.—South coast of China between Hongkong and Hainan: The same as No. 1.

## POST OFFICE NOTICES.

The Services to Germany, Austria, Bulgaria and the Ottoman Empire are suspended.

Correspondence addressed to agency subjects in China, Siam, Liberia, Portuguese East Africa, Persia and Morocco cannot be transmitted.

Inward Mails.  
Europe (London, 10th May, via Siberia), Kamo Maru, 7th June.

Mails will close for:—  
TIMOR, AUSTRALIA, TASMANIA, NEW ZEALAND, VIA PORT DARWIN & NEW GUINEA VIA THURSDAY ISLAND.  
Per *St. Albans*, Registration at 10:15 a.m. Letters at 11 a.m., on Tuesday, the 6th June.

SHANGHAI & NORTH CHINA.  
Per *Changyang*, at 11 a.m., on Tuesday, the 6th June.

STRAITS, CEYLON & INDIA VIA BOMBAY.  
Per *Lucan Maru*, at 11 a.m., on Tuesday, the 6th June.

SWATOW, AMOY & FOCHOW.  
Per *Hai Hong*, at 1 p.m., on Tuesday, the 6th June.

STRAITS.  
Per *Songola*, at 3 p.m., on Tuesday, the 6th June.

PHILIPPINE ISLANDS.  
Per *Chingka*, at 3 p.m., on Tuesday, the 6th June.

SHANGHAI & NORTH CHINA.  
(Europe via Siberia).  
Per *Chenau*, Registration at 2:15 p.m. Letters at 3 p.m., on Tuesday, the 6th June.

HOIHOW & HAIPHONG.  
Per *Kaituma*, at 9 a.m., on Wednesday, the 7th June.

FORMOSA VIA KEELUNG, JAPAN VIA ROSE, CANADA VIA VICTORIA, UNITED STATES, SOUTH AMERICA VIA SEATTLE.  
Per *Titan*, Registration at 10:15 a.m. Letters at 11 a.m., on Wednesday, the 7th June.

BATAVIA, SAMARANG, SOERABAYA & (PORT MORESBY VIA BATAVIA).  
Per *Titaros*, at 2 p.m., on Wednesday, the 7th June.

FORMOSA VIA KEELUNG, SHANGHAI, NORTH CHINA, JAPAN VIA MOU, VICTORIA & SEATTLE.  
Per *Yokohama Maru*, Registration at 2:15 p.m. Letters at 3 p.m., on Wednesday, the 7th June.

SWATOW, AMOY & FORMOSA VIA TAKAO & ANPING.  
Per *Sohu Maru*, at 8 a.m., on Thursday, the 8th June.

STRAITS, CEYLON, DURBAN, CAPE TOWN, TENERIFF & LONDON.  
Per *Kamo Maru*, at 11 a.m., on Thursday, the 8th June.

JAPAN VIA KOBE.  
Per *Kwong Chong*, at 11 a.m., on Thursday, the 8th June.

CHINWANGTAO.  
Per *Anhui Maru*, at 11 a.m., on Thursday, the 8th June.

STRAITS & INDIA VIA CALCUTTA.  
Per *Loongyong*, at 2 p.m., on Thursday, the 8th June.

SHANGHAI & NORTH CHINA.  
(Europe via Siberia).  
Per *Anhui*, Registration at 2:15 p.m. Letters at 3 p.m., on Thursday, the 8th June.

JAPAN VIA NAGASAKI.  
Per *Yokohama Maru*, at 9 a.m., on Monday, the 13th June.

SWATOW, AMOY & FOCHOW.  
Per *Hai Hong*, at 1 p.m., on Tuesday, the 13th June.

PHILIPPINE ISLANDS, AUSTRALIA, TASMANIA, NEW ZEALAND & NEW GUINEA VIA THURSDAY ISLAND.  
Per *Titan*, Registration at 2:15 p.m. Letters at 3 p.m., on Tuesday, the 13th June.

\* Subscribed correspondence only.

## HONGKONG REGISTER.

T. F. CLARKE, Director.

Hongkong Observatory, June 5, 1916.

1. BAROMETER, reduced to sea level, 29.95.

2. THERMOMETER, in the shade, 80.0.

3. THERMOMETER, on the wet bulb, 75.0.

4. THERMOMETER, on the sun, 85.0.

## TYPHOON SIGNALS

## STORM-WARNINGS ISSUED

## FROM THE HONGKONG

## OBSERVATORY.

The following Typhoon signals are hoisted on the Mast-head on Signal Hill, Kowloon, the Harbour Office, the Kowloon Godown, H. M. S. Tamar, Green Island, Standard Oil Premises, Lai-chi-kok and F. O. Quarters, Lyceum.

A CONE point upwards indicates a Typhoon to the North of the Colony.

A CONE point upwards and DRUM below indicates a Typhoon to the North-East of the Colony.

A CONE point downwards and DRUM below indicates a Typhoon to the South-East of the Colony.

A CONE point downwards and BALL below indicates a Typhoon to the West of the Colony.

A CONE point upwards and BALL below indicates a Typhoon to the North-West of the Colony.

A CONE point upwards and DRUM below indicates a Typhoon to the North of the Colony.

A CONE point downwards and BALL below indicates a Typhoon to the South of the Colony.

A CONE point downwards and DRUM below indicates a Typhoon to the South-East of the Colony.

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## SHARE REPORT.

JUNE 5TH, 1916.

Stock and paid up Value	Quoted 11.30 A.M.	Last Dividend and date.	Return based on last year's div.
BANKS.			
Hongkong & S'hai \$125	\$750 b.	Div. 24 & 2d bonus 5/- s/c 1915 .....	6 1/2 p.c.
MARINE INSURANCES.			
Canton .....	\$ 50 \$400	\$7 final a/c 1914. \$18 Interim a/c 1915 .....	6 p.c.
North China .....	\$ 25 T. 175	Int. 12 1/2 % a/c 1915 .....	
Unions .....	\$100 \$910	Final of \$30 and bonus \$10 a/c 1914. Interim of \$30 a/c 1915. ....	6 1/2 p.c.
Yangtze .....	\$ 60 \$230	Final of \$15 making \$18 for 1914 and int. of \$8 on account 1915 ...	7 1/2 p.c.
FIRE INSURANCES.			
China Fire .....	\$ 20 \$156	\$7 and bonus \$2 for 1914 .....	5 1/2 p.c.
Hongkong Fire .....	\$ 20 \$375	\$27 for 1914 .....	6 1/2 p.c.
SHIPPING.			
Douglas Steamships \$50	\$130	\$5 Int. for 1915/1916 ...	p.c.
Steamboats .....	\$ 15 \$21 1/2	\$1 for 1915 .....	p.c.
Indo-China:—			
(Preferred) .....	\$45	6% for 1915 .....	
(Deferred) .....	\$113 1/2	10% Bonus .....	
		6% for 1915 .....	
"Shell" Transports £1	96/	9/- s/c 1915 Coupon 25	
"Star Ferry" .....	\$ 10 \$28 1/2 d.	\$1.50 dividend 40 cents Bonus for year ending 30/4/15 .....	5 1/2 p.c.
REFINERIES.			
China Sugars .....	\$100 \$108	\$12 for 1915 .....	
Lucas Sugars .....	\$100 \$30	\$5 for 1915 .....	
MINING.			
Kailash .....	\$21 \$7/	1/- s/c 1915/16, Coupons Nov. 7	
Langkats .....	gds. 19 T. 26 1/2	Tls. 1 for 1915 .....	
Rauk .....	\$21 \$2.90		
Troch Mines .....	\$1 39/	2/- s/c 1915 .....	
Ural Caspian .....	\$21 33/	1/- Interim 1915 .....	
DOCKS, WHARVES AND GODOWNS.			
Kowloon Wharves \$ 50	\$82 b.	\$3 1/2 for 1915 .....	4 1/2 p.c.
H.K. & Whampoa Docks .....	\$ 50 \$119 b.	\$5 s/c 1915 .....	4 1/2 p.c.
Shanghai Docks T. 100	T. 74 b.	Tls. 3 for year ending 30/4/15 .....	
Hongkew Wharfs T. 100	T. 90	Tls. 3 for 1915 .....	5 1/2 p.c.
HOTELS, LANDS AND BUILDINGS.			
Hongkong Hotels .....	\$ 50 112	\$5 s/c 1915 .....	
Central Estates .....	\$100 \$98	\$7 s/c 1915 .....	6 p.c.
Hongkong Lands .....	\$100 \$100	\$7 s/c 1915 .....	
Humphreys Estates \$ 10	\$7	35 cents for 1915 .....	5 p.c.
Kowloon Lands .....	\$ 30 \$33	\$2 1/2 for 1915 .....	12 p.c.
West Point .....	\$ 50 \$38	\$4 1/2 s/c 1915 .....	7 1/2 p.c.
Shanghai Lands T. 50	T. 20	12% for 1915 and 1 cent bonus .....	
COTTON MILLS.			
Ewos .....	T. 50 T. 130	Tls. 15 for year ending 31/10/15 .....	11 p.c.
Shanghai Cottons T. 50	T. 84 b.	Tls. 6 div. & Tls. 1 1/2 bonus for year ending 30/3/15 .....	7 1/2 p.c.
Kung Yik .....	T. 10 T. 12	Tls. 1 1/2 for 1915 .....	15 p.c.
Kangtzeppoo .....	T. 5 T. 5		
MISCELLANEOUS.			
China Borneos .....	\$ 12 \$3 1/2	72 ets. for 1915 .....	8 1/2 p.c.
Light & Powers .....	\$ 5 \$4.50 b.	6 p.c. for year ending 23/2/06 .....	3 p.c.
China Providents \$ 10	\$9	70 cents for 1915 .....	7 p.c.
Dairy Farms .....	\$ 6 \$34 1/2	\$1.25 for year ending 31/7/15 .....	4 1/2 p.c.
Green Islands .....	\$ 10 \$9.40 b.	60 cents for 1915 .....	6 p.c.
Hongkong Electric \$ 13	\$45	\$2 for 1914/1915 .....	5 p.c.
Hongkong Ice .....	\$ 25 \$17 1/2	\$11 s/c 1915 .....	
Hongkong Ropes .....	\$ 10 \$33 b.	\$3 s/c 1915 .....	8 p.
Hongkong Tramways \$ 1	\$6.20	30 cents s/c 1915 .....	5 p.c.
Morning Post .....	\$ 25 \$23	\$2 for 1915 .....	8 p.c.
Peak Tramways .....	\$ 10 \$21 b.	\$2 1/2 for 1914/1915 .....	7 p.c.
Swan Laundry .....	\$ 5 \$32		
Union Waterworks \$ 10	\$14 b.		
Watson .....	\$ 10 \$7.50	70 cents .....	
Watson Power .....	\$ 1 \$3.5	50 cents for 1915 .....	
MOKO & TAYLOR.			
Telephone .....			